

Environmental and Social Data Sheet

Overview

Project Name:	CPH AIRPORT EXPANSION II
Project Number:	20180156
Country:	Denmark
Project Description:	The project concerns the expansion of Copenhagen Airport to cater for future growth in air traffic and to enhance passenger service standards and operational efficiency. It is the subsequent phase of the 2016 project financed by the Bank. It involves providing additional passenger processing capacity in Terminals 1 and 3 and the connection between Terminals 2 and 3, upgrading the baggage security standards to Level 3 and increase its capacity, adding further wide body aircraft stands and providing a range of other associated airside infrastructure.
EIA required:	No. Pre-existing consents in place.
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

There are two Competent Authorities relevant for the environmental permitting of this project. The first is the Danish Environmental Protection Agency (DEPA), which is part of the Ministry of Environment and Food of Denmark and is responsible for national environmental legislation and for particularly complex environmental decisions – in this case for those concerning noise from air traffic and air quality.

The second is the local Municipality of Tårnby, which is responsible for local planning issues, including granting land use permits, and for taking into account other project related environmental impacts that are subject to environmental regulation. The Municipality is also responsible for public consultation and is the main point of contact for the general public on all matters relating to the environment, with the exception of noise from air traffic and air quality.

A full Environmental Impact Assessment (EIA) for the future growth and expansion of Copenhagen Airport (CPH) was carried out in 1996. It was based at the time on a forecast of 337,400 aircraft movements and a projected level of passenger throughput of 24.1 million passengers per annum (mppa) in the year 2005. The 1996 EIA assessed the full range of impacts likely to arise from the expansion and it was granted environmental approval of noise from air traffic and air quality in 1997 by the Danish Ministry of Environment and Energy, the then responsible ministry, and went into force on 11 May 1999 after it was appealed to the Environmental Board of Appeal, who upheld the decision. Additionally, environmental

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Luxembourg, 18.04.2018

approvals of other environmental impacts described in the 1996 EIA, were given by the County of Copenhagen on 6 May 1997. The Competent Authority in this respect is now the Municipality of Taarnby.

Within the 1999 approval, specific conditions were set in respect of air pollution and noise nuisance, including limit values for noise and since then two separate re-evaluations and updates of these conditions have been undertaken and approved by DEPA. The first was approved on 14 July 2008 for air quality, the second on 17 June 2014 for noise. The 2014 approval of noise was appealed to the Nature and Environmental Board of Appeals, who upheld the DEPAs decision on 29 April 2015, where it then went into force.

These updates were to recognise and take into account a number of elements, including: i) changes in engine and aircraft technology, ii) updated traffic forecasts and iii) any material changes anticipated in the core airport infrastructure out to the year 2020. In traffic forecast terms, the update of June 2014 contained a forecast of 295,000 aircraft movements under a medium growth scenario and 320,000 movements under a high growth scenario, both of which were well below the number assumed in the original EIA of 1996.

The fall in the number of actual and forecast aircraft movements can be largely explained by the introduction and use of larger (and quieter) aircraft and the trend for increasing average aircraft sizes and load factors (i.e. number of passengers per aircraft movement) over time. The number of aircraft movements in 2017 was 259,000 (handling a total of 29.2 million passengers).

For the current project a number of applications have been, or are being made, to both DEPA and to the Municipality of Taarnby, as follows:

- For the Terminal 3 Airside Expansion, the relevant Municipality exemptions and permits (exemption from the local plan and possibly EIA screening) are expected to be granted whilst DEPA clearances are not required;
- For the Terminal 1 Gate and Apron refurbishment, a DEPA clearance of the possible changes in noise will be necessary if the layout of the stands is changed and/or they will be able to accommodate other aircraft types than today;
- For the Central Security Screening upgrade and the expansion of passport control areas, the relevant Municipality exemptions and permits have been granted previously whilst DEPA clearances are not required;
- For the Baggage Factory West landside works, CPH are seeking the relevant clearances from the Municipality, while no further DEPA clearances are required.

Social Assessment

There are no significant adverse social impacts related to the project. The potential creation of additional permanent jobs will have a positive economic and social impact on the surrounding area.

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Public Consultation and Stakeholder Engagement

Public consultation has and is being undertaken in accordance with Danish and European legislation where relevant.

Other Environmental and Social Aspects

CPH recognises that its pivotal role in maintaining air access to and connectivity for Denmark and southern Sweden carries significant environmental and social responsibility. In its three areas of strategic corporate responsibility focus – known as the 3 Ps, for Position, People and Planet – its Planet vision statement says:

“We have a responsibility to protect our climate and environment and responsibility is an integral part of our business. We work purposefully and innovatively every day to develop sustainable solutions so that we can also contribute to creating a good environment for future generations”.

It has specific and ambitious targets with respect to energy efficiency, carbon emissions, noise, use of resources, including recycling, and air quality

CPH is also at the forefront of decarbonisation and efficient energy usage. The 65,000 square meter expansion of Terminal 3 is expected to be fully compliant with Nearly Zero Energy Building (NZEB) standards. However, at this point in time no simulation of energy characteristics and behaviour the building has been undertaken and so the respective license has not yet been issued. The European Energy Performance of Buildings Directive (EPBD, Directive 2010/31/EU) requires all new buildings to be NZEB compliant by 31st December 2020 and all buildings acquired by public bodies by 31st December 2018, meaning that CPH is implementing NZEB standards well ahead of the required schedule.

CPH is a full member of the Nordic Initiative for Sustainable Aviation (NISA) and has an Environmental Management System (EMS) in place that is aligned with international best practice. It is accredited to Level 3 (Optimisation level) of the Airports Council International (ACI) Airport Carbon Accreditation scheme and through its approach to stakeholder consultation and its public web portal has good relations and constructive dialogue with the local community. It also has a number of ongoing carbon and energy saving initiatives, including solar panels, an Aquifer Thermal Energy Storage (ATES) ground water cooling system, gas drive and electric vehicle fleets, etc.

Conclusions and Recommendations

Given the above, the following environmental conditions are to be applied:

CONDITIONS

- Prior to disbursement of the amounts relating to work items still subject to a positive decision from the Danish Environmental Protection Agency (DEPA) and/or the issue of land use permits or exemptions from Taarnby Municipality, the Promoter shall submit to the Bank satisfactory evidence of such or a description of status in any pending applications.. This shall include a statement from the Competent Authority confirming that the project does not impact significantly on any Natura 2000 or other protected sites.



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UNDERTAKINGS

- The Promoter shall ensure that an adequate Environmental and Social Management Plan(s) (ESMP) is implemented and monitored during the construction of the project, and will notify the Bank of any unexpected environmental impacts or incidents during the works.

Subject to the above conditions and undertakings being met, the environmental and social impacts of the Project are expected to be minor and the Project is considered to be acceptable for EIB financing.

PJ/SQM/ECSO 15.10.15